

MAX NEUSTAETER NAMED STREET COMMISSIONER

Hopewell Levies Tax of \$1 on Abutting Property Owners for Improvements.

NEW BOARD HAS ORGANIZED

Superintendent Allen, of Du Pont Company, Pledges Co-Operation With Those in Charge of Affairs in New City—Big Real Estate Sales.

(Special to The Times-Dispatch.)
HOPEWELL, VA., March 4.—The new Administrative Board of Hopewell, which will govern the city until July 1, when the permanent officials take office, adopted a resolution at its initial meeting fixing an assessment of \$1 per front foot on all property owners for street improvement work. An extremely impressive resolution was adopted by the General Assembly which provided for the use of the \$25,000 appropriation made by the General Assembly for the purpose of this project, but the bill provided specifically that it was to be used for the improvement of the town, such as the fire and police departments.

The meeting of the board was called to order by Chairman Allen, and Max Neustaeter was named as street commissioner. He has appointed C. A. Morris his assistant, and both are exerting all their efforts to have the condition of the streets in this city improved as quickly as possible.

There was a large attendance at the first meeting of the commission appointed by Governor Stuart, among those better known being William P. Allen, superintendent of the powder plant, and John L. Vaughan, prominent contractor and builder who constructed the new electric line from Petersburg to the powder town.

DU PONT COMPANY

WILL PAY ASSESSMENT

Superintendent Allen voluntarily offered to pay, in the name of the Du Pont Company, the same amount of front foot tax on the company's property in "A" and "B" villages, the money subscribed to be used for street improvements just as the legal assessment against other property owners. The board was empowered by the Legislature to levy this tax.

The work of collecting this money that it may be expended in street improvements at once will be started just as soon as the assessment slips can be properly prepared.

Chief of Police Cotton has issued orders that no wagons can pass through the streets of Hopewell, unless they are carrying fuel or foodstuffs necessary for life, or have contributed in some way to the bettering of the streets. Different blocks have been roped off, and several teams have been placed at work hauling gravel and others to fill the holes. All wagons that are found stuck in the mud will be hauled to police headquarters and the owners will be required to pay the expenses incurred in removing them from the streets.

One of the largest real estate developments during the week was the sale of 108 lots in the subdivision known as Woodlawn, to Richmond and Washington capitalists. The lots sold for an average of \$125.

DYNAMITE PLANT

ON YORK RIVER

(Continued from First Page.)

In this direction that real estate development can be carried out. Many real estate men have looked to the scene of activities, and have secured all available property within several miles.

PLANT TO MAKE

COMMERCIAL DYNAMITE

Chesapeake and Ohio Railway officials stated last night that the plant would be used chiefly for the manufacture of commercial dynamite, with a few by-products that the company has added to its list of productions since the outbreak of the war in Europe. These officials said there is no question but that the plant is to be a permanent institution.

Railroad officials, connected with the negotiations between the Chesapeake and Ohio Railway Company and the Du Pont Company, said that the site on the York River had been selected by the company as a location for the dynamite plant before the Hopewell plant was finally chosen, nearly eighteen months ago, and that the plan had been maturing during that time.

Richmond men place credence in the report of the new plant by the fact that Richard Eppes, pioneer landowner of Hopewell, and from whom the powder company acquired its holdings in the neighborhood, has purchased the entire twenty acres of land adjoining the factory site. Mr. Eppes, from his transactions with the company, is believed to be as well informed of its plans as any one in Virginia, other than the company's confidential agents.

The Hopewell plant of the company is now producing gunpowder in huge quantities, while the machinery is adaptable to the manufacture of a number of by-products. This plant, at the conclusion of the war, will be devoted to this work, while the Williamsburg works will produce commercial dynamite, the demand for which is steadily increasing. This production has gained wide popularity recently among the farmers of the country to loosen land and the low rate at which it is sold will cause the demand for this product to increase, it is said.

WATER FRONT SIDE

IS GIVEN ATTENTION

While crowds of spectators are hurrying to Williamsburg as the center of the latest Du Pont activities, some of the wise ones are going after the proposition from the water-front side, and already plans have been perfected to operate a passenger and freight steamship line from West Point to the new powder city.

It is known that as many as 400 cars a day were handled in and out of the Point during the construction period, and although the Chesapeake and Ohio Railroad intends to build a spur into the plant, yet such a traffic as developed at City Point cannot be handled over one single-track line, and a large part of it must of necessity be brought in by water. As proof of this, those who are studying the situation point to the rapid development of water traffic between Richmond and Hopewell. Before the Du Ponts located in the latter place the little business between City Point and Richmond was handled by the Old Dominion Steam-

Street Commissioner



MAX NEUSTAETER, Who Has Been Put in Charge of Street Improvements at Hopewell by the Newly Appointed Administrative Board.

ship Company operating a day line to Norfolk. Now the Furman Line operates three boats, two between Richmond and Hopewell, and is buying another steamer to put in commission also, and the Virginia Navigation Company does a big business between Richmond and Hopewell on its tri-weekly boat. All this waterborne traffic has developed in spite of the double track line of the Norfolk and Western Railway, which runs into Hopewell.

INSTALL DAILY SERVICE

ON YORK RIVER

Officials of the Virginia Steamship Company, operating a line from West Point up the Mattaponi River, at a meeting held yesterday decided that they would install a daily service be-

tween West Point and the new plant, which will be located only eighteen miles below West Point. One steamer owned by this company will carry 200 tons of freight and 400 passengers. It is also understood that the Southern Railway is prepared to take care of this new business by a fast train in the morning to West Point, leaving Richmond about 7:30 o'clock, and making connections with the daily steamship line, which would leave West Point at 8:35 A. M., arriving at Kings Creek at 10:30, and returning in the afternoon in time to put passengers in Richmond about 6 o'clock.

Southern Railway officials in Richmond yesterday knew nothing of the special train service the company is said to be contemplating putting in operation upon the erection of the plant, but stated that if the plant was constructed that the road would naturally provide all the service required to care for its interests in the section. Such arrangements, they said, would be made at the headquarters of the road in Washington.

The Chesapeake Steamship Company, operating a night line between West Point and Baltimore, is also awake to what the new industry will mean to it, and is prepared to put an extra freight boat in service as soon as a pier is built, affording a deep water landing at Kings Creek.

PORT RICHMOND BILL

HAS NEW SIGNIFICANCE

In the light of this new activity on the York River, the Port Richmond bill now pending before the Legislature has an immediate significance for Richmond. In an interview with Crosby Thompson of West Point, who is, perhaps, in closer touch with current events of that locality than any one else, it was learned that the Du Pont plant is by no means the only big enterprise to be located on York River during the next few months. Mr. Thompson admitted that preliminary agreements had been entered into for the location of a big steel plant, and that other plans were assuming definite shape, but refused to give out any of the details at this time.

When asked about the Port Richmond bill, Mr. Thompson said he was very certain that, if the Legislature saw fit to give Richmond the powers embraced in the bill, it would not be long before this city would see the immense advantage in acquiring deep water rights at West Point.

Meet on Wednesday Night

The meeting which was to have been held in Highland Springs last week for the purpose of organizing a nest of the Order of Owls, was postponed on account of the inclement weather. J. K. Dickerson, organizer, announced last night that the meeting will be held on next Wednesday night.

Jitney War Going On in Legislature

Bill Seeks to Put Automobile Carriers Under Corporation Commission Regulations.

The jitney war, in which there were several preliminary skirmishes before the City Council, has been transferred to the General Assembly, where big guns are being brought into play for and against what is there known as House bill No. 526, which "declares to be common carriers all persons, firms and corporations engaged in the carriage of passengers for hire in vehicles upon the streets and highways of the State, and to subject such persons, firms and corporations to the control of the State Corporation Commission, and to provide a tax on certain of such persons, firms and corporations."

The bill is sponsored by Delegates Brewer, Leedy and Kent, and is now on the House calendar on its second reading, with a favorable report from the House Finance Committee. A companion bill is on the Senate calendar. Members of the Richmond delegation are opposing the bill. They claim that the issue has been tested in Richmond and that the people in mass-meeting have expressed their wish for the continued operation of jitneys, and that they are not taxed or regulated out of existence.

On this demand the City Council promptly repeated an ordinance which was found to be prohibitive in its terms and which in effect drove the jitneys from the streets.

More than 100 jitneys are in daily operation in Richmond on a regular route, serving a large section remote from street car service, and in which the construction of street car tracks is not desired.

It is also stated that a number of automobile lines have sprung up in different parts of the State for suburban travel and for interurban trips where the conditions of the roads will permit.

FLOOD STANDS FIRMLY BACK OF PRESIDENT

In Telegram to Stanton Friends He Denies Current Report of His Lukewarmness.

(Special to The Times-Dispatch.)
STAUNTON, VA., March 4.—In response to a telegram sent by Clarke Worthington, of Staunton, to-day, de-

manding to know whether he stood for or against President Wilson in the controversy over the resolution urging Americans not to travel on armed liners, Congressman H. D. Flood, of the Tenth District, declares he is supporting the President.

The statement has been frequently made recently that Flood was opposed to President Wilson's handling of the new German submarine policy, and as the people in the President's birthplace, Staunton, and throughout the Tenth District are overwhelmingly with the President, the reported antagonism of Mr. Flood was causing much unfavorable comment in this section. One of his friends, Clarke Worthington, accordingly sent the following telegram:

"Hon. H. D. Flood,

"Washington, D. C.:
"You are correctly reported in the public press as being only half-hearted in your support of the President in this most acute crisis, we feel that you are making a serious error, both politically and patriotically. Every friend of your spoke in to confirm this view."

(Signed) "CLARKE WORTHINGTON,"
Mr. Flood replied as follows:
"Clarke Worthington,
Staunton, Va."

"My course in this respect referred to in your telegram has the approval of the President. The recommendation of the Committee on Foreign Affairs made yesterday afternoon was what the President asked for. This action was obtained after three days' strenuous effort."

(Signed) "H. D. FLOOD."
In addition to this telegram, Mr. Flood also called Mr. Worthington over the long-distance telephone and reiterated that he stood firmly behind the President.

RICHMOND MAN MASTER OF MANY PROFESSIONS

But Jury Says He Is Also a "Romancer," and Convicts Him of Burglary.

(Special to The Times-Dispatch.)
CINCINNATI, O., March 4.—A jury in Common Pleas Court to-day added an eleventh accomplishment to the other ten, of which George Mosley, forty years old, of Richmond, claimed to be the master. Mosley was on trial on a charge of burglary. The eleventh accomplishment was that of "Romancer."

On the stand Mosley said: "I am master of ten professions. I am an evangelist, baker, shoemaker, cook, machine tender, carpenter, confectioner, druggist, electrician and shirtmaker." The eleventh accomplishment was added because of the story told by Mos-

ley of how he was drugged by a woman and later was found in a machine shop by the police, but does not recall how he got there. Mosley was found guilty, and will be sentenced next week.

Headquarters for

Shoes of Fashion

White Washable Kid and Grey Lace Boots

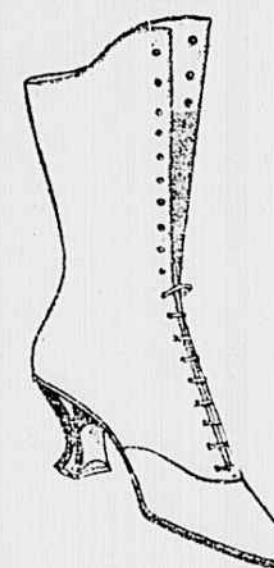
(Like Illustration)

Fashion at its best! The season's newest and smartest creation! Properly built, with covered heels, these beautiful 10-inch Gray and White Kid Lace Boots are in utmost favor.

SPECIAL AT

\$7.00

Same Shoe, in white Buckskin, ivory sole, at \$6.00
Also in White Nile cloth, at \$5.00



Ladies' Patent Leather and Gun Metal Lace, with white washable kid top; they are beauties! \$7.00 values, at \$5.00

Hofheimer's

RELIABLE SHOES

"The Big Store With Little Prices."
N. W. CORNER THIRD AND BROAD.

JEWELRY

We have a large stock from which you can make your selection.

H. COHEN, Jeweler
797 East Main Street.

Is Each Day You Live a Day of Suffering?

If you are a sufferer from any of the so-called incurable diseases of mankind we want you to take advantage of our FREE CONSULTATION OFFER. It is true that certain diseases in some cases cannot be cured by the medical profession, but on the other hand many of the so-called incurable diseases are not incurable, but the afflicted persons have not been attended by the proper institution from which to derive a cure. This institution daily gives free consultation to many people of Richmond and the surrounding counties who have been unable to secure lasting results, and in many instances, no results at all from other sources, and come to us as a last resort for treatment. The United Doctors is a permanent institution and specializes in the so-called incurable diseases. The staff of registered physicians connected with this institution are at all times at your service. If you have been unable to get lasting satisfactory results elsewhere come to us, explain your case—let us give you our advice. If after examination we find that we can cure you of your trouble a specified price is named, and you pay us for our services in accordance with that price—never no more and in many instances less.

Hundreds of Testimonials From Richmond People That You Know

On file in our offices are hundreds of testimonials from prominent Richmond people, telling of cures that have been effected by us after others have failed to give lasting results. When taking treatment from the United Doctors you get the services and experience and knowledge of not one physician but a staff of registered physicians, each specialists in their line.

EXPERT SPECIALISTS in deep-seated diseases, rheumatism, neuritis, lame back, neuralgia, lumbago, enlarged joints, ulcers, catarrh, asthma, bronchitis, nervousness, gonor, dropsy, piles, rectal diseases and all diseases of men. Consultation free. Terms for treatment within the reach of all.

If your eyes need attention, our optometrist, who is a specialist in correcting refractive errors by the aid of glasses, will examine and test eyes, and will furnish glasses when necessary.

UNITED DOCTORS

Ninth and Broad Streets.
Third Floor, Lyric Building (Take Elevator).
For Private Appointment, Phone Madison 1683.
HOURS:
From 9 A. M. to 8 P. M. Daily.
Sunday, 10 A. M. to 12 Noon.

The "Barefoot" Tire

and Why.

WHEN you take your Shoes off tonight do this:—Bear your weight on your right Foot and, without lifting it off the floor, press it forward and backward firmly.

Then observe that only the bony and muscular Structure of your Foot moves forward and backward, while its Sole stays fixed on the floor.

That demonstrates the rolling motion of flesh and muscle, the elastic Cushion quality which reduces friction in walking, and prevents slipping (backward, forward, or sideways).

It supplies that CLING quality, which gives Traction without Friction.

It protects the Bones and Sinews of the Foot against the Wear and Tear of action, as a lubricant protects Metal moving parts, while providing the wonderful "Barefoot" hold on slippery surfaces.

That ROLLING MOTION, then, is the ideal aimed at in this Clingy, Springy, and Stretchy black "Barefoot" Rubber of 1916 Goodrich Tires.

CONSIDER now the means by which many Tires have been given maximum Traction,—i.e., by means of a "sand-papery" texture in the Rubber of their Anti-Skid Treads. Every time the Brakes are put on, to make such Tires grip the road, the relatively hard, unyielding, and comparatively brittle, texture of the Rubber in their Treads causes these Treads to grind away on the pavement, to WEAR OUT fast at the point of contact.

The sudden efficiency of their grinding-Traction also tugs so sharply on the Rubber Adhesive between the layers of Fabric in Tire as to separate these layers.

There is little "give" to them—just as there is little "slide" to them.

So, they gain Traction at the expense of Mileage. Naturally such Tires require a great BULK of such Rubber in order to deliver reasonable Mileage before worn out.

And, therein they differ radically from GOODRICH "Barefoot" Tires.

Because,—the Safety-Tread on Goodrich Tires is made of "Barefoot-Rubber," a new, and exclusive compound which discards all unnecessary whitish "frictional" ingredients that are heaviest and inert, as proved by its lighter weight.

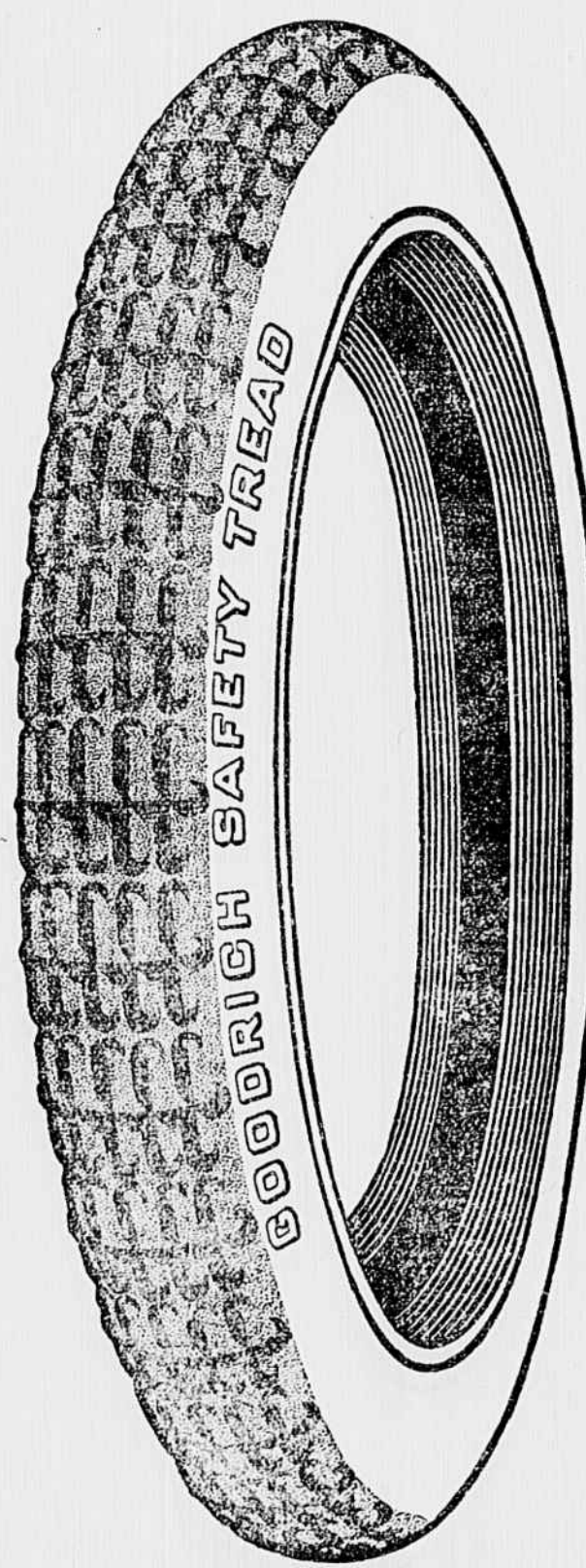
HERE is how it acts in Automobiling.—When the weight of the Car bears on this clinging "Barefoot-Rubber" Tread, and the power is applied to go ahead or reverse, the wonderful stretch in the "Barefoot" Rubber Sole (or Tread) of the Goodrich Tire acts as a sort of Lubricant between the Fabric Structure of the Tire and the Road.

Then, the Barefoot-Rubber "Toes," of the Goodrich Safety-Tread Tire, CLING to the pavement (instead of grinding against it), in such manner as your Bare Foot would cling to a slippery surface—without Grind, and so, with the minimum of Frictional Heat or Wear for maximum Traction.

Goodrich "Barefoot-Rubber" is now made into Goodrich FABRIC Tires,—Goodrich Silvertown Cord Tires,—Goodrich Inner Tubes,—Goodrich Truck Tires,—Goodrich Motor Cycle, and Bicycle, Tires, as well as into Goodrich Rubber Boots, Over-Shoes, Soles and Heels.

Get a Sliver of it from your nearest Goodrich Branch, or Dealer. Stretch it thousands of times, but break it you can't.

That's the Stuff that GOODRICH Black-Tread Tires are made of.



GOODRICH

THE B. F. GOODRICH CO.
Akron, Ohio.

Local Address: 797 W. Broad St.

"BAREFOOT"

Tires

30 x 3	...Ford Sizes.....	\$10.40
30 x 3 1/2	.....	\$13.40
32 x 3 1/2	.....	\$15.45
33 x 4	...Safety Tread.....	\$22.00
34 x 4	...Fair-List.....	\$22.40
36 x 4 1/2	.....	\$31.60
37 x 5	.....	\$37.35
38 x 5 1/2	.....	\$50.60

"The European War in the Light of Prophecy," 3 P. M. at the John Marshall High School Auditorium by Professor Paul E. L. Johnson. Free to all.